

No. 4

541. REPORT

OF THE

DIRECTORS

OF THE

Michigan Central Railroad

COMPANY,

TO THE

STOCKHOLDERS;

TOGETHER WITH THE

REPORTS OF THE TREASURER AND SUPERINTENDENT.

~~~~~  
JUNE, 1851.

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BOSTON:

1851.

EASTBURN'S PRESS.

REPORT.

We present you herewith the Reports of Mr. Upton, Treasurer, and of Mr. Brooks, Superintendent and Engineer, giving the details of the operations of their several departments, for the year ending 31st May, 1851. You will see that our gross receipts have been —

For Passengers,	\$505,964.31	Against last year	\$375,695.38
For Freight,	412,362.50	“ “ “	279,056.13
Miscellaneous,	48,777.75	“ “ “	44,124.61
	<hr/>		<hr/>
	967,104.56		698,876.12

Our expenses exclusive of interest, but including the cost of replacing the Depot and Cars destroyed by fire,	400,839.86		301,649.13
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Leaving Net Income,	566,264.70	Against last year	397,226.99
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Our surplus from last year was,	<hr/>	18,061.77
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Leaving Income and Interest Fund,	<hr/>	584,326.47
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We have paid Interest as follows,	277,469.64	
9 per cent. cash Dividend 1850, declared Dec. 1850,	230,544.00	508,013.64
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Leaving present balance of Income Account,	<hr/>	\$76,312.83
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These results show that our anticipations of an improved year's business have been to a fair extent realized—notwithstanding our severe losses by fire, and a greater continuance of the competition with Upper Lake Boats than we had counted upon.

But upon referring to Mr. Brooks' Report of our earnings, which you will note must always differ somewhat from our *receipts*, you will find still greater reason for satisfaction in the continued growth of our way business from year to year.

We repeat his figures, as tending more than all else we can say, to put to rest any fears which our distant stockholders may entertain of our prosperity being seriously interfered with by competing roads.

Local earnings for the year ending May 31, 1849,		\$361,753.41
Total earnings for the previous year ending May 31, 1848,	\$401,047.52	
Local earnings for the year ending May 31, 1850,		493,424.96
Total earnings for previous year ending May 31,	427,429.53	
Local earnings for present year, ending May 31, 1851,		656,830.91
Total earnings for previous year ending May 31, 1850,	691,972.42	
		<hr/>
Local earnings for three years ending May 31, 1851,		1,512,009.28
Total earnings for three years ending May 31, 1850,	1,520,449.47	

Showing that our local earnings for the three years past, have been within a small fraction as large as our total earnings during the three years ending 31st May, 1850.

Mr. Brooks' Report E, contains, among other striking facts, the following:—

The number of way passengers has been increased

from 65,363, in 1848, to 117,976, the present year. The number of tons of freight moved has increased from 45,918 in 1848, to 134,208 the present year. Mr. Brooks' report upon our prospects for increased through business, is very flattering, but such increase will depend more or less upon the action of *others*, and we are always liable to be disappointed in regard to it either from the completion of new competing roads, or from those state and municipal jealousies which, with the mistaken idea of promoting particular interests by impeding travel at this or that point sometimes results in diverting the long travel through entirely different channels.

Our local business is our own, and if we pursue a wise and steady policy which looks to doing all in our power to forward the convenience of the public in our immediate vicinity we are sure not only of keeping, but of regularly increasing it.

At the same time we are bound to use every exertion to promote our through travel also, and to make our road a link in the great chain of communication between the East and the West.

By so doing we hope to be enabled eventually to reduce our local rates without decreasing our profits, and thus conduce to the interests of the country adjacent to our line, and at the same time establish such a regular business over our road, as will not be easily affected by short crops in one state, or by any local causes.

With these views we last year advised you of our intention to extend the road to Michigan city, and you will observe by Mr. Brooks' Report that this has been completed with its necessary buildings. We have since made arrangements by which we secure a railroad connection with Chicago, and we hope before next winter to make that city our western terminus.

Chicago is growing with remarkable rapidity, and besides its own large business we shall there meet the mass of the travel from the north-west which will naturally pass through this commercial centre, in finding its way by land to the seaboard. The Illinois Central and the Mobile and Ohio road which are now sure to be built, will bring very valuable contributions to the through business of our line.

But what we consider most important is the opportunity now offered of securing the immediate completion of the Great Western Railroad from Niagara Falls to Detroit. We endeavored to obtain leave from the Michigan legislature to assist this road by a subscription to its stock, but were defeated, notwithstanding the great interest which the people of the State had in our success, by the provision in the constitution requiring a vote of two-thirds of the legislature for the passage of such an act.

We have nevertheless placed ourselves in communication with the Great Western Company, who are ready to do all we can reasonably ask to meet our views, and we *would now most earnestly* call upon you to subscribe individually to the stock of that Company. The citizens of Detroit will undoubtedly do their share; the New York Railroad Companies are authorized by law to subscribe, and those in line with us we have every reason to believe, will do so. And to secure the immediate completion of 228 miles of a road which will make our route decidedly the best between New York and New England, and the great West, these united interests have only to provide for one-fifth of the cost of the Canada Road.

We know of no instance in the history of railroads where so great an advantage could be secured by so small an effort.

We have entire confidence in the extensive capabilities of the Great Western Railroad, and by taking hold of it now, we believe you may not only improve the permanent value of your own property but obtain a very profitable investment.

With or without these connections, we commence upon a new year with very satisfactory prospects.

Competition around the lakes is much diminished, and some of the best boats which were last year running against us now serve to connect our line with Dunkirk and Cleaveland.

We are at length enabled to charge remunerating rates of fare between Buffalo and Chicago, although these are even now lower than upon any equally good line in the world, being only \$11 for 528 miles—including state rooms and meals in the boats.

Mr. Brooks' Table D, shows that our earnings from freight and passengers since the opening of navigation this season, compared with the same months last year, have been large; say for April and May, \$207,130.93, against \$132,860.98, last year. With the business of the West in a prosperous condition generally, and with very promising crops coming forward in this State, we count upon continuing to gain largely over last year's receipts.

It may here be proper to advert to a negotiation which is pending with the Directors of the Southern Michigan and Northern Indiana Railroad Companies.

At the invitation of these gentlemen a Committee of our Board met their Committee at Chicago on the 19th, to confer upon our mutual interests between Michigan city and Chicago.

The Report of our Committee we have thought proper to refer to the new Board of Directors, to be chosen by

you to-day. But unless you see fit to appoint successors who differ entirely from us in their views—there appears to be very little prospect that any arrangement can be made at present between these Companies and ours.

All which is respectfully submitted, by order of the Board.

J. M. FORBES, *Pres. M. C. R. R. Co.*

DETROIT, JUNE 23, 1851.

TREASURER'S REPORT.

*To the President and Directors of the Michigan Central
Railroad Company.*

The Annual Accounts of the Company for the year ending 31st ultimo are herewith respectfully submitted, to be presented through you to the Stockholders at the Annual Meeting on the 23d instant.

The account marked A. gives the standing of the Company in general account. It will be seen by comparison of this account with the one of the previous year, that the Capital Stock has been increased in the sum of seventy-six thousand six hundred dollars. This increase grows out of the conversion of a small amount of Bonds into Stock, and by the creation and sale of Stock for the balance. The bonded debt will be seen to amount to three million, eight hundred and two thousand, nine hundred and fifty dollars, having increased in the sum of one million, eighteen thousand, six hundred dollars, which amount has been appropriated towards the reduction of the floating debt of the Company, and the payment of the iron ordered during the past year, for relaying a portion of the Road.

Under the authority given in the amendment of the Charter of the Company of April 3d, 1848, and of the

action upon said amendment at the Annual Meeting held June 26, 1848, more than two-thirds of the whole interest in the Stock of the Company have given their consent in writing for the exercise by the Directors of the power given under the act; arrangements have thereupon been made to connect our Road with Chicago.

The necessary iron for the relaying of all the flat bar portions of the Road to the eastward of Kalamazoo has been contracted for and is now in process of shipment, as also the iron for building all that portion of the Road between Michigan City and Chicago, (which under the arrangement for that extension will be required from this Company.) There is no reasonable doubt but that all this iron will arrive in time to be laid the present season, thus giving the Company at the close of the year, the use of a Road laid the whole distance from Detroit to Chicago with a heavy iron rail.

The paper marked B. is the income account and shows the standing of this account to be seventy-six thousand, three hundred and twelve dollars and eighty-three cents to the credit, which I recommend to be continued for the next six months, and that no dividend be made until December next. We are now entering upon that portion of the year which produces the largest receipts and as the expenditures for the various accounts during the year will be large, a more satisfactory disposition can then be made of the whole nett earnings, than by a division of any portion of them at this time.

The paper marked C. gives the gross receipts and the amount of operating and interest account for the year,—the receipts being nine hundred and sixty-seven thousand, one hundred and four dollars and fifty-six cents against six hundred and ninety-eight thousand, eight hundred and seventy-six dollars and twelve cents the preceding

year, and showing an increase of two hundred and sixty-eight thousand, two hundred and twenty-eight dollars and forty-four cents. The operating and interest account being six hundred and seventy-eight thousand three hundred and nine dollars and fifty cents, against five hundred and forty-three thousand, seven hundred and fifty-eight dollars and ninety-one cents the preceding year, and showing an increase of one hundred and thirty-four thousand five hundred and fifty dollars and fifty-nine cents.

The nett receipts being two hundred and eighty-eight thousand, seven hundred and ninety-five dollars and six cents, against one hundred and fifty-five thousand, one hundred and seventeen dollars and twenty-one cents, and showing an increase of nett earnings over the preceding year of one hundred and thirty-three thousand, six hundred and seventy-seven dollars and eighty-five cents.

GEORGE B. UPTON, *Treasurer.*

*Office of the Michigan Central Railroad Company, }
Boston, June 2d, 1851.*

A.

A.

Dr. Michigan Central Railroad Company in General Amount. Contra Cr.

1851. June 1.	1851. June 1.	By Construction No. 1, Purchase of Road, - - - - -	2,000,000.00
To Capital Stock, - - - - -	2,638,100.00	" Construction No. 2, Expenditures since purchase, - - - - -	4,339,666.44
" Bond Account, 8 per cent. unconvertible Bonds, 1,142,950.00		" Cash on hand, including remittances for Iron, - - - - -	254,373.23
8 per cent. conver- tible Bonds, - 2,305,500.00		" Cash in hands, U. Tracy Howe, Local Treasurer, - - - - -	70,042.27
7 per cent. uncon- vertible Bonds, - 354,500.00		" Cash in hands, J. W. Brooks, Su- perintendent and Engineer, - -	45,105.43
" Income Account, balance of this account, - - - - -	3,802,950.00		
" Bills Payable, - - - - -	76,312.83		
" Unpaid Dividends, - - - - -	191,338.54		
	486.00		
	<u>\$6,709,187.37</u>		<u>\$6,709,187.37</u>

Errors Excepted.

GEO. B. UPTON, *Treasurer.*

BOSTON, JUNE 2, 1851.

B.

B.

Dr. *Income Account.* *Receipts of Road.* *Contra.* *Cr.*

1851. June 1.	To Balance of this account per Treasurer's report of June 1, 1850, - -	18,061.77	By Cash Dividend declared Dec. 28, 1850, 9 per cent., - - -	230,544.00
	To Receipts of Road from June 1, 1850 to June 1, 1851, per statement C., - - - - -	967,104.56	By operating Account from 1st of June, 1850 to June 1, 1851, - - -	678,309.50
		<u>985,166.33</u>	By Balance to new account, - - -	76,312.83
				<u>\$985,166.33</u>
	To Balance of Income account this day, - - - - -	76,312.83		

Errors Excepted.

BOSTON, JUNE 2, 1851.

GEO. B. UPTON, *Treasurer.*

C. C.

Gross Receipts of Road for year ending May 31, 1851. Operating Account and Interest for year ending May 31, 1851.

Month.	Freight	Passengers.	Miscellaneous.	Total	Amount.	Date.	Account.	Amount.	Amount.
1850.									
June, - -	\$ 20,128.12	\$ 43,988.54	\$ 3,643.96	67,710.62		1851.	Road Repairs,	-	\$ 54,644.88
July, - -	14,403.38	47,650.09	3,159.86	65,213.33		June 1.	Building "	-	8,412.02
August, -	31,792.17	40,919.04	250.00	72,961.21			Locomotive Repairs,	-	49,685.67
September,	51,014.13	60,484.46	3,050.92	114,549.51			Car	-	31,238.72
October,	80,734.97	67,729.44	11,023.45	159,487.86			Locomotive services,	-	30,718.23
November,	61,545.07	49,267.96	3,015.44	113,828.47			Train	-	7,749.21
December,	30,754.83	26,729.56		57,484.39			Fuel,	-	27,551.33
1851.									
January, -	20,997.45	9,801.58		30,799.03			Oil and waste.	-	15,492.26
February, -	9,361.69	7,246.28		16,857.97			Stationery,	-	4,857.01
March, -	12,768.34	24,211.15	250.00	37,325.33			Incidentals,	-	94,608.62
April, -	38,157.71	40,231.24	345.84	78,388.95			State tax,	-	12,808.00
May, - -	40,704.64	87,754.97	24,038.28	152,497.89			Station services,	-	78,073.91
	412,362.50	505,964.31	48,777.75	967,104.56				415,839.86	
							Deduct amount charged to construction for work done for that account during the year,	-	15,000.00
							Interest paid from June 1, 1850, to June 1, 1851,	-	
							By balance, being nett receipts of the year ending May 31, 1851,	-	277,469.64
									678,309.50
									288,795.06
									967,104.56

Boston, June 2, 1851.

Errors excepted.

GEORGE B. UPTON, *Treasurer.*

SUPERINTENDENT'S REPORT.

*To the President and Directors of the Michigan Central
Railroad Company.*

I respectfully submit the following Report upon the business and operations of the Road, for the past year.

The extension of the Road beyond New Buffalo 9 1-2 miles, to Michigan City, which was commenced during our last financial year, was completed and opened for public use on the 30th of October last.

The grain Depot, alluded to in my last report as constructing in Detroit, has been completed, and with its machinery for handling grain it materially lessens the labor and expense at Detroit upon this rapidly increasing branch of our business. The freight Depot in Detroit, which was destroyed by fire in November last, has been rebuilt in a very substantial manner; the new structure has four brick partition walls cutting the chamber rooms into five parts, the more effectually to secure it against a like accident in future.

Sixteen miles of the flat bar track has been taken up between Jackson and Kalamazoo during the past year and relaid with heavy rail, and ties have been procured for relaying all the remaining fifty miles of track of this

description, this season, which can be commenced as soon as the iron arrives. It is desirable, if possible, to complete this work by the first of September next, to facilitate the working of the road for fall business.

The loads taken upon the heavy rail in our freight cars are one-fourth more per car, than upon the flat bar track.

This decreases the loads one-fourth, upon all but the Eastern eighty miles of the line, at the end of which the light track begins.

The relaying of the balance of the line, will therefore materially increase the capacity of that portion of our rolling stock belonging to the freighting business.

But one through passenger train per day, has been run each way, from December 11th to April 22d. The balance of the year, two trains per day have been run.

Only one of the through eastward trains connects with Steamers on Lake Michigan, this season. Steamers run from Chicago, last season, morning and evening, to meet both of the through trains; but the morning departure from Chicago, arriving at Detroit at midnight, took very little long travel, and rendered so little accommodation to the way travel, that its connection with Chicago this year has been discontinued, and the train run as a day train for local business, arriving at Detroit at 6 o'clock, P. M. Steamers connecting with the night Eastward train, leave Milwaukee in the morning for New Buffalo, via Racine, Kenosha, Waukegan and Chicago, the passengers arriving in Detroit in time to take the Buffalo or Dunkirk Steamers at 11 o'clock. A. M. On the 19th of May, a line of first class Steamers commenced running between Detroit and Dunkirk, connecting with the express train of the New York and Erie Railroad.

These Steamers, as well as the Cleveland line, connect

at Detroit with our morning train westward and the Buffalo or North Shore line of Steamers connect with the evening train. This arrangement divides the through Westward business (which is much heavier than the Eastward) between the two trains in a satisfactory manner.

The through prices for passengers from Buffalo, or Dunkirk, to Chicago and the ports on the West side of Lake Michigan, are for first class, eleven dollars, second class, five dollars, and third class, or emigrant, three dollars. The prices for heavy freight, forty cents, and for light freight sixty cents per 100 lbs.

The following Steamers are running in our connection, upon which passengers are ticketed.

BUFFALO, OR, "NORTH SHORE LINE."

Steamers May Flower, Atlantic and Ocean.

Tonnage	1354	1155	1052
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DUNKIRK, OR "NEW YORK AND ERIE RAILROAD LINE."

Steamers Keystone State, Niagara and Queen City.

Tonnage	1354	1099	906
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CLEVELAND LINE.

Steamers Baltimore and Southerner.

Tonnage	513	550
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SANDUSKY LINE.

Steamer Arrow.

Tonnage	373
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CHICAGO AND MILWAUKEE LINE.

Steamers Arctic, Pacific and Sam Waré.

Tonnage	861	462	433
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CHICAGO LINE.

Steamer St. Louis.

Tonnage	618.
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SHEBOYGAN LINE.

Steamer Detroit.

Tonnage	352
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Total number of Steamers, - - - - -	14
Total Tonnage, - - - - -	11,072

Of these Steam Boats the Company only owns the May Flower.

Stock of Cars and Locomotives upon the Road, is as follows :

FREIGHT CARS.

50 open	8 wheeled Cars, reckoned as single,	- -	100
222 covered	8 " do do "	- - -	444
18 "	8 " do fitted for Emigrants,	- -	36
60 "	4 " do as single,	- - -	60
10 "	4 " do " - - -	- -	10
<hr/>			
			650

PASSENGER CARS.

3 first class	8 wheeled Cars	48 seats each,	- -	³ 144 seats.
1 " "	8 " "	" 56 " "	- -	56 "
6 " "	12 " "	" 67 " "	- -	402 "
10 " "	12 " "	" 76 " "	- -	760 "
2 2d class	8 " "	" 48 " "	- -	96 "
2 " "	8 " "	" 40 " "	- -	80 "
4 " "	8 " "	" 64 " "	- -	256 "
<hr/>				774

Five Baggage Cars, three of which are fitted up with distributing Post Offices.

GRAVEL AND OTHER CARS.

Gravel Cars,	- - - - -	44
Hand Cars,	- - - - -	24
Repairing Cars,	- - - - -	30
<hr/>		98

RECAPITULATION.

Freight Cars, reckoned as single,	- - - -	650
Passenger " " "	- - - -	28
Baggage " " "	- - - -	5
Gravel " " "	- - - -	44
Hand " " "	- - - -	24
Repairing " " "	- - - -	30
<hr/>		781

By the first of September next, there will be added to the above, four first class passenger Cars, fifty 8 wheeled covered freight Cars, and five 8 wheeled open freight Cars, all of which are building in the Company's shops at Detroit.

The present stock of Locomotives, is as follows :

1	of	12	tons	2	drivers.
2	"	13	"	2	
1	"	12	"	4	
12	"	18	"	4	"
2	"	19	"	4	"
1	"	21	"	4	"
8	"	24	"	6	"

27

By the first of September, there will be added to the above, four first class passenger Locomotives, building by the Amoskeag Manufacturing Company, with 4 drivers each, and one freight Locomotive, with 6 drivers, which is building by the Company in their Machine Shop at Detroit.

The earnings and operating expenses of the Road, from June 1, 1850, to May 31, 1851, inclusive, are as follows :

FROM PASSENGERS.

Through Passengers Westward,	\$173,815.07	
" " Eastward,	\$116,701.41	
	<hr/>	\$290,516.48
Way Passengers Westward,	\$104,884.75	
" " Eastward,	\$94,718.45	
	<hr/>	\$199,603.20
Total from Passengers,		<hr/> \$490,119.68

FROM FREIGHT.

Trasportation of wheat and flour,	\$239,298.66	
" " other freight,	\$169,151.30	
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Total from freight,		\$408,449.96
Miscellaneous earnings, including United States Mails and net earnings of Steamer May Flower,		\$48,777.75
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Total Earnings,		\$947,347.39

Total expenses as per statement, including 29 new freight Cars in place of the same number burned in

Freight Depot, - - - - -	\$328,856.65
State Tax, - - - - -	12,808.00
Rebuilding Freight Depot in Detroit, - - -	59,175.25

The increase of the local business of the Road is greater in amount, than that upon through. This increase has been so large, that the gross local earnings of the Road, for the last three years, amount on the average for each year within a fraction of the entire earnings of the Road for the previous year, as appears by the following figures.

Local earnings for year ending, May 31, 1849,	\$361,753.41
Total earnings for previous year, -	\$401,047.52
Local earnings for year ending May 31, 1850, - - - - -	\$493,424.96
Total earnings for previous year, -	\$427,429.53
Local earnings for year ending May 31, 1851, - - - - -	\$656,830.91
Total earnings for previous year, -	\$691,972.42
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Total Gross and Local earnings, -	-\$1,520,449.47 \$1,512,009.28

The following statement will show the increased earnings of the past year, over the year before, in separate statements for different portions of our business.

	Year ending May 31, 1850.	Year ending May 31, 1851.	Per cent. of Increase.
Way Passenger earnings, -	\$169,889.24	199,603.20	17
Through " " - -	198,547.46	290,516.48	46
Total " " - -	368,436.70	490,119.68	33
Freight earnings from wheat and flour, - - - -	132,678.41	239,298.66	80
Earnings from Miscellaneous freight, - - - -	146,732.40	169,151.30	15
Total freight earnings, - -	279,410.81	408,449.96	46
Total local, - - - -	493,424.96	656,830.91	33
Total earnings, including U. S. Mail, &c. - - - -	691,972.42	947,347.39	37

In these statements of through and local business, it is assumed that the through passenger business, not connected with the Steamers, but originating at the ends of the Railroad, yields as much as that portion of the through freight which is carried beyond the Railroad by the Steamers. The through freight carried beyond the Road by Steamers is very small and the above assumption is sufficiently near the truth for all practical comparisons. Meaning by *local* business, not way business only, but all originating upon the line, through or way.

Statement "A" gives a comparison of the way passenger business for the last two years, both in the number and amount of receipts from the same; from which it appears that the way passengers pay upon an average 169 cents each, and travel an average distance of about 60 miles.

Statement "B" gives a similar comparison of the whole passenger business. Statement "C" compares the earnings from the freight of wheat and flour, and the same from Miscellaneous freight, for the last two years. Statement "E" shows in a condensed form, some of the leading items in the business of the Road, for the last four years. Statement "F" shows the articles moved and tonnage in the freight department for the last year, and "G" shows the same for the last four years. Statement "H" gives the distances and rates for fares and freights between Detroit and the different stations upon the Road.

Statement "I" gives the miles run by trains during the year. Between 42 and 43,000 miles have been run by trains, on account of construction, for which \$15,000 has been deducted from disbursements on account of operating the Road, and added to construction account, which amount allows but three-fifths as much per mile

per train for work on construction as the average cost of the whole number of miles run.

Statement "J" shows the monthly disbursements for the year on account of operating the Road.

With the past year the prospect of an early completion of the Great Western Railroad of Canada West reaching from Detroit to Niagara Falls, has brightened to an apparent certainty. A large number of men are now at work upon this line, and it is hoped that in eighteen months, from the present time, the Road may be opened for public use. The Eastern terminus of this Road is fixed at the Suspension Bridge at Niagara Falls, where it meets the Rochester and Niagara Falls Railroad, now rapidly being constructed. This, with the new straight Road from Rochester to Syracuse, being built, by the Old Companies, will shorten the distance from Niagara to Albany to 300 miles, one half of which is already laid with a double track.

"The New Albany and Salem Railroad Company" in Indiana, have decided to construct their Roads from New Albany on the Ohio River, North by the way of Lafayette to Michigan City, and thence to the line of the State of Illinois in the direction of Chicago. The length of this line, from the Ohio River to Michigan City is about 285 miles; from thence to the Illinois State Line, some 36 miles—35 miles of the line between the Ohio River and Michigan City is now completed and in successful operation. It is expected that 63 miles more of it will be in operation by October next, and the balance carried forward to completion as rapidly as practicable. Between Michigan City and the Illinois Line, the work is progressing rapidly and will probably be completed late in the fall, or early in the winter. This Road runs the whole length of the State of Indiana and

through its most fertile territory. The country traversed by it is very level and the cost of the Road will be comparatively small, while from its easy grades and direct lines it will be an efficient Road for operating and a very valuable feeder to the business of our Road.

The great Illinois Central Railroad, the construction of which is promoted by a gift from the United States, of over two and a half millions of acres of valuable lands, will probably be built from Chicago Southward, passing the State line at or near the Western terminus of the New Albany and Salem Railroad, and from thence upwards of 300 miles to the Southern point of the State, to the junction of the Ohio and Mississippi Rivers at Cairo. This Road, it is expected, will be pushed forward as rapidly as practicable to completion, and either the Northern portion of this, or the Indiana branch of the Galena and Chicago Railroad, will be completed from Chicago, to connect with the New Albany and Salem Railroad at the State line, as soon as the latter will be in readiness.

Thus a continuous line from Michigan City to Chicago, will in a few months be ready for public use.

By the coming winter the Engines and Cars of this Company will be able to run into Chicago, which will place our Western terminus in that City.

The completion of that portion of the Illinois Central Railroad, between Chicago and Cairo, if pushed rapidly to completion, will tend very strongly to turn a large portion of the travel of the Mississippi Valley bound Eastward, over the North route through Michigan and Canada, which would otherwise go Eastward over the present routes via the Ohio River and other routes diverging therefrom. The more favorable nature of its grades and curves, and its large amount of double track, tending materially to expedite business upon the Northern route,

and the very large business already done upon most of this line having reduced the rate of fare far below that of most other important lines, we believe this route will always be favored by a large through travel. When these lines are completed, the comparative distances from the west to the sea board over the different routes, will be as follows. Michigan City, at the head of Lake Michigan, will be a point common to the routes named and will be taken as a starting point for comparison.

Michigan City to Detroit,	-	-	-	-	-	227 miles.
Detroit to Niagara Falls,	-	-	-	-	-	228 "
Niagara Falls to Albany, straight route,	-	-	-	-	-	300 "
Albany to New York,	-	-	-	-	-	144 "
Total Northern Route,	-	-	-	-	-	<u>899</u> "
Michigan City to Toledo,	-	-	-	-	-	208 "
Toledo to Dunkirk,	-	-	-	-	-	257 "
Dunkirk to Buffalo,	-	-	-	-	-	43 "
Buffalo to Albany, straight route,	-	-	-	-	-	300 "
Albany to New York,	-	-	-	-	-	<u>144</u> "
Total via South shore of Lake Erie, Buffalo and Albany,	-	-	-	-	-	952 "
Distance in favor of North route,	-	-	-	-	-	<u>53</u> "
Michigan City to Dunkirk, as above,	-	-	-	-	-	465 "
Dunkirk to New York via New York and Erie Railroad,	-	-	-	-	-	<u>460</u> "
Total via South shore and New York and Erie Railroad,	-	-	-	-	-	925 "
Difference in favor of Northern route, exclusive of more favorable lines, grades, and double tracks,	-	-	-	-	-	<u>26</u> "
Michigan City to Munroe,	-	-	-	-	-	208
Munroe to Detroit,	-	-	-	-	-	40 "
Detroit to New York via Canada and New York Central line as above,	-	-	-	-	-	<u>672</u> "
Michigan City to New York via Munroe and Detroit, thence Northern route,	-	-	-	-	-	<u>920</u> "

No Road is contemplated, that I know of, between Munroe and Detroit, and no business to call for one, and the distance this way is merely given, to show the great comparative directness of the Northern route, by the fact a cross Road 40 miles long may be built west of Lake Erie, from the contemplated Southern Route to the Northern Route, at a saving of 32 miles distant over the route round the South shore of Lake Erie.

Under a gift of land, similar to that of the Illinois Central Railroad, the Mobile and Ohio Railroad is being constructed from Cairo to Mobile.

When these lines are completed, and the connection between St. Louis and the Illinois Central completed, which is looked for as early as the completion of the Illinois Central Road, the distances, and time required to travel over the Northern Route, between various places and the sea board, will be as below. In this statement Express trains are figured at 33 miles per hour, on double tracks, and 28 miles on single tracks, including wood and water stops; for other stops time is added.

Table of distances and time required to travel over the North Route.

Between What Places.	Distance in Miles.	Time required.
Detroit and New York, - - -	672	24 hours.
Chicago, - - - - -	951	35 "
Galena, - - - - -	1,130	42 "
St. Louis, - - - - -	1,206	45 "
Cairo, - - - - -	1,256	47 "
Mobile, - - - - -	1,748	66 "
New Orleans and New York, via Mobile.	1,948	78 "

All the above are by Railroad, excepting between New Orleans and Mobile, 200 miles, which is by Steam Boat.

Three hours or 56 miles added to any of the above routes, will reach Boston instead of New York,

The Northern route for Southern travel, and indeed for all other, presents advantages far greater than the mere saving of distance. The disposition of Southern travel, which moves in the hot season, to push at once to the North as far as possible, before going Eastward, will tend to make this a favorite route with this class of travel.

As a whole, this route will probably be as level and straight as any in the world, over a like distance, and much more so than any likely to be put in competition with it. The attraction of the Falls of Niagara, will also have its due weight of influence upon travel over this line, and I have no fears that any route can be built, which will present advantages equal to the Northern one for the trade of New York and Boston with the great West.

I am very respectfully,

Your obedient servant,

J. W. BROOKS,

Superintendent and Engineer.

Detroit, June 1, 1851.

TABLES

TO

SUPERINTENDENT'S REPORT.

A.

STATEMENT of the number of Way Passengers and Earnings from the same for the years ending May 31, 1850, and May 31, 1851.

Months.	NO. OF WAY PASSENGERS.		WAY PASSENGER EARNINGS.	
	Year ending May 31, 1850.	Year ending May 31, 1851.	Year ending May 31, 1850.	Year ending May 31, 1851.
June, - - - -	9,676 $\frac{1}{2}$	11,583	\$ 16,728.51	\$ 20,988.04
July, - - - -	7,883 $\frac{1}{2}$	10,748	12,835.54	17,271.87
August, - - -	6,517 $\frac{1}{2}$	8,986	10,612.48	15,465.09
September, - -	12,166 $\frac{1}{2}$	16,848	20,717.15	24,895.49
October, - - -	12,264	13,637	25,581.30	26,738.65
November, - -	9,058	10,049 $\frac{1}{2}$	16,871.95	16,781.19
December, - -	5,106 $\frac{1}{2}$	6,164	8,264.32	9,809.55
January, - - -	4,707 $\frac{1}{2}$	5,375	6,907.26	7,533.99
February, - -	4,597	5,244 $\frac{1}{2}$	6,917.41	7,162.72
March, - - -	6,511 $\frac{1}{2}$	7,155 $\frac{1}{2}$	9,703.55	11,372.82
April, - - - -	8,089	10,050	14,803.46	18,391.88
May, - - - -	10,504 $\frac{1}{2}$	12,136	19,946.31	23,191.91
Total, - - -	97,082	117,976 $\frac{1}{2}$	\$169,889.24	\$199,603.20

B.

STATEMENT of the whole number of Passengers and Earnings from same for the, years ending May 31, 1850, and May 31, 1851.

Months.	WHOLE NO. OF PASSENGERS.		PASSENGER EARNINGS.	
	Year ending May 31, 1850.	Year ending May 31, 1851.	Year ending May 31, 1850.	Year ending May 31, 1851.
June, - - - -	14,673	20,259 $\frac{1}{2}$	\$ 31,238.56	\$ 50,304.24
July, - - - -	13,311 $\frac{1}{2}$	18,004 $\frac{1}{2}$	24,307.50	42,100.51
August, - - -	11,342 $\frac{1}{2}$	16,636	25,104.81	43,438.93
September, - -	20,480 $\frac{1}{2}$	27,519 $\frac{1}{2}$	48,270.39	62,512.33
October, - - -	21,737	25,458	63,144.00	70,062.45
November, - -	13,667	15,208	36,547.70	38,652.72
December, - -	6,012 $\frac{1}{2}$	6,907	13,332.56	14,441.48
January, - - -	5,064 $\frac{1}{2}$	5,676	9,222.51	9,524.76
February, - -	4,990	5,572	9,419.91	9,330.72
March, - - -	7,838	8,835	18,130.55	21,995.44
April, - - - -	12,964	17,385	35,597.45	53,046.95
May, - - - -	20,591	24,391	54,120.76	74,709.15
Total, - - -	152,671 $\frac{1}{2}$	191,851 $\frac{1}{2}$	\$368,436.70	\$490,119.68

C.

STATEMENT showing amount received from Wheat and Flour, and from all other Freights for years ending May 31, 1850, and May 31, 1851.

Months.	Am't rec'd from Wheat and Flour.		Amount rec'd from other Freight.	
	Year ending May 31, 1850.	Year ending May 31, 1851.	Year ending May 31, 1850.	Year ending May 31, 1851.
June, - - - -	\$ 4,674.47	\$ 2,287.20	\$ 12,462.65	\$ 14,078.16
July, - - - -	1,149.19	1,215.21	8,214.52	10,109.45
August, - - -	13,583.44	20,053.23	6,321.73	14,453.28
September, - -	29,736.18	35,675.12	13,692.70	15,839.63
October, - - -	39,161.64	61,211.57	23,141.19	23,275.46
November, - - -	23,725.78	49,550.35	18,556.33	13,900.91
December, - - -	3,988.89	9,221.17	10,073.47	11,438.38
January, - - -	2,649.53	9,000.61	4,926.87	6,477.99
February, - - -	3,616.51	9,638.89	6,290.36	3,882.54
March, - - - -	2,125.13	8,599.91	8,177.46	9,166.07
April, - - - -	5,160.64	20,182.24	13,134.82	17,038.77
May, - - - -	3,107.01	12,663.16	21,740.30	29,490.66
Total, - - - -	\$132,678.41	\$239,298.66	\$146,732.40	\$169,151.30

D.

STATEMENT of the Earnings of the Michigan Central Railroad, from June 1, 1850, to May 31, 1851, inclusive.

Months.	Freight.	Passengers.	Miscellaneous.	Total.
June, - - - -	\$ 16,365.36	\$ 50,304.24	\$ 3,643.96	\$ 70,313.56
July, - - - -	11,324.66	42,100.51	3,159.86	56,585.03
August, - - -	34,506.51	43,438.93	250.00	78,195.44
September, - -	51,514.75	62,512.33	3,050.92	117,078.00
October, - - -	84,487.03	70,062.45	11,023.45	165,572.93
November, - - -	63,451.26	38,652.72	3,015.44	105,119.42
December, - - -	20,659.55	14,441.48		35,101.03
January, - - -	15,478.60	9,524.76		25,003.36
February, - - -	13,521.43	9,330.72	250.00	23,102.15
March, - - - -	17,765.98	21,995.44	345.84	40,107.26
April, - - - -	37,221.01	53,046.95		90,267.96
May, - - - -	42,153.82	74,709.15	24,038.28	140,901.25
Total, - - - -	\$408,449.96	\$490,119.68	\$ 48,777.75	\$947,347.39

E.

CONDENSED STATEMENT

Of Business of the Michigan Central Railroad for the last four years.

Years Ending.	No. of Way Passengers.	No. of Through Passengers.	Total No. of Passengers.	No. of Tons Freight Moved.	Gross Earnings.	Operating Ex- penses, includ- ing State Tax.	Net Earnings.
May 31, 1848, - -	65,363	14,368	80,231	45,918	\$401,047.52	\$201,858.46	\$199,189.06
May 31, 1849, - -	78,254 $\frac{1}{2}$	17,815 $\frac{1}{2}$	96,070	59,194	427,429.53	239,233.76	188,195.77
May 31, 1850, - -	97,082	55,590	152,672	81,066	691,972.42	301,649.13	390,323.29
May 31, 1851, - -	117,976 $\frac{1}{2}$	73,875	191,851 $\frac{1}{2}$	134,208	947,347.39	341,664.65	605,682.74

F.

MONTHLY STATEMENT

Of Freight moved during the year ending May 31, 1851.

Articles.	June.	July.	Aug.	Sept.	Oct.	Nov.	Dec.	Jan.	Feb.	March.	April.	May.	Total Amount moved in the year ending May 31, 1851.
Apples, bbls.		4	184	322	4,314	2,005	205	73	77	403	193	17	7,798
Ale and Beer, tons	181	139	104	90	142	219	70	60	55	72	106	107	1,347
Ashes, tons	45	32	37	19	42	53	20	15	10	26	54	68	427
Barley, bush.	370	12	16	143	837	36	286	724	303	531	270	469	3,999
Buckwheat Flour, tons						2	4	1	1				10
Beans, bush.	343	115	29	1	51	280	15	116	104	419	258	148	1,881
Bran and Shorts, tons	14	3	41	49	37	118	66	52	49	38	58	37	569
Beef, bbls.	1			10	7	19	59	4	4	111	7	2	111
Butter, tons	6	4	3	4	25	32	11	6	4	7	4	8	120
Corn, bush.	18,138	5,278	2,601	1,795	1,968	196	1,188	3,741	5,659	17,539	29,874	30,621	118,599
Corn Meal, bbls.	36	2	15		3		18	34	13	49	24	13	213
Cheese, tons	4	10	8	26	46	28	8	3	2	3	5	5	153
Cranberries, bbls.	9			9	313	399	25	18					781
Coal, tons	58	36	56	94	71	83	103	32	20	37	35	28	656
Fruit, dried, "					18	133	46		5	23	16	23	269
Flour, bbls.	6,820	3,295	61,077	89,168	115,379	88,478	22,932	22,946	18,226	20,095	56,308	37,816	542,540
Furniture and Luggage, tons	144	112	107	259	355	212	67	45	31	111	301	259	2,009
Grass and Clover Seed, "	1			2	1	2			6	5	2		25
Garden Roots, bush.	7,631	900	67	34	567	831	100	34	34	2,665	6,365	5,165	24,530
Ham and Bacon, tons	4	1					3	3	3	9	19	7	54
Highwines, bbls.	606	277	598	714	747	1,239	531	444	494	1,129	1,197	748	8,724
Hides, tons	5	4	2	3	10	19	16	12	8	8	13	8	114

Iron and Nails,	tons	206	84	172	227	299	478	92	35	51	54	143	329	2,176
Line,	"	44	25	25	17	36	20	4	5	4	11	39	41	276
Lumber,	M.	444,626	569,084	137,388	166,599	90,186	94,942	81,259	116,393	83,796	226,384	183,916	285,175	2,479,748
Laths,	tons	15	24	8	23	50	41	14	16	24	18	23	26	288
Leather,	"	17	15	20	35	33	49	24	9	7	12	22	27	277
Millstones,	"		4	10	5		4					1	3	32
Miscellaneous merchandise,	bush.	1,088	833	1,163	1,979	1,799	2,027	703	361	294	458	1,280	2,000	13,972
Oats,	tons	2,745	1,264	2,469	1,121	3,023	67	28	781	9,076	8,677	8,288	7,947	45,487
Other agricultural products,	tons	5	2	3	82	30	21	2	1	1	14	38	15	220
Plaster,	"	94	59	62	1	1	99	109	31	37	333	376	58	1,264
Pig Iron,	"	70	29	58	64	35	181	39	12	61	11	28	4	597
Pelts and Skins,	"	6	1	3	3	6	25	27	23	18	19	9	7	151
Pork,	bbls.	28	18	84	92	32	11	33	27	138	54	329	121	967
Pork, in hog,	tons							329	212	49	27	3		651
Salt,	bbls	936	1,216	6,007	2,261	3,589	3,906	1,552	205	58	148	283	604	20,765
Stoves,	tons	52	16	51	90	122	151	60	3			14	18	581
Shingles,	M.	770	362	304	248	265	462	151	263	670	456	483	664	5,099
Wool,	tons	191	144	42	4	4	4	2			9	1	3	410
Wheat,	bush.	872	1,731	32,841	69,051	240,419	185,594	14,351	15,291	25,321	17,687	34,471	31,110	668,741
Whiskey,	bbls.	259	435	478	297	281	310	345	323	163	370	439	296	3,996
Neat Cattle,	No.	53	8	2	162	64	4	8	6	4	40	42	126	515
Horses,	"	24	15	12	8	14	37	14	11	16	27	79	28	285
Hogs,	"	379	197	81	303	496	81	616		7	28	275	1,119	3,582
Sheep,	"	56		48	211	121	29	108			10	99	175	845
Wood,	cords	567	1,708	817	733	368	475				239	433	523	5,865
Total in Tons,		5,969	6,808	12,560	19,278	24,881	21,188	5,359	4,350	4,120	5,952	12,502	11,241	134,208

G.

STATEMENT showing the Total Amount of Freight moved in the following years.

Articles.		Year ending May 31, 1848.	Year ending May 31, 1849.	Year ending May 31, 1850.	Year ending May 31, 1851.
Apples,	bbls.	2,416	2,849	1,484	7,798
Ale and Beer,	"	708	685	2,348	1,347
Ashes,	tons	284	330	456	427
Barley,	bush.	5,998	4,918	11,646	3,999
Buckwheat Flour,	tons	7	18	30	10
Beans,	bush.	171	179	1,647	1,881
Bran and Shorts,	tons	98	260	419	569
Beef,	bbls.	40	56	959	111
Butter,	tons	22	29	65	120
Corn,	bush.	792	15,525	131,270	118,599
Corn Meal,	bbls.	1,173	883	230	213
Cheese,	tons	13	60	82	153
Cranberries,	bbls.	885	125	1,487	781
Coal,	tons	303	428	493	656
Fruit, dried,	"		118	57	269
Flour,	bbls.	256,347	304,050	343,300	542,540
Furniture and Luggage,	tons	746	1,135	1,764	1,009
Grass and Clover Seed,	"	27	32	82	25
Garden Roots,	bush.	367	6,300	23,533	24,530
Ham and Bacon,	tons	44	51	46	54
Highwines,	bbls.	266	1,175	6,985	8,724
Hides,	tons	58	108	93	114
Iron and Nails,	"	776	1,024	1,433	2,176
Lime,	"	151	221	263	276
Lumber,	M.	499,653	700,290	1,687,506	2,479,748
Laths,	tons	33	175	191	288
Leather,	"	109	172	248	277
Millstones,	"	68	36	37	32
Miscellaneous merchandise,	"	6,484	8,752	11,163	13,972
Oats,	bush.	42	1,446	73,519	45,487
Other agricultural products,	tons	40	99	155	220
Plaster,	"	188	893	892	1,264
Pig Iron,	"	342	547	829	597
Pelts and Skins,	"	28	50	117	151
Pork,	bbls.	2,105	1,798	1,834	967
Pork, in hog,	tons	153	325	402	651
Salt,	bbls.	14,271	12,166	19,729	20,765
Stoves,	tons	341	372	397	581
Shingles,	M.	1,987	4,161	7,380	5,099
Wool,	tons	205	259	313	410
Wheat,	bush.	109,197	185,888	213,946	668,741
Whiskey,	bbls.	1,902	1,065	2,651	3,996
Neat Cattle,	No.	15	61	119	515
Horses,	"	14	64	360	285
Hogs,	"	75	248	2,092	3,582
Sheep,	"	63	85	1,793	845
Wood,	cords			1,017	5,865
Total in Tons,		45,918	59,194	81,066	134,208

H.

**SCHEDULE OF STATIONS with their Distances and Rates of Freight
and Passenger Fare from Detroit.**

Stations.	Miles from Detroit.	Passenger Fare.		Rates of Freight.		
		1st Class.	2d Class.	1st Class.	2d Class.	3d Class.
				Cents per 100 lbs.	Cents per 100 lbs.	Cents per 100 lbs.
DETROIT,*						
DEARBORN,	10.1	.35	.30	7	6	3
County House,	15.7	.50				
WAYNE,	17.5	.60	.50	10	8	5
Sheldons,	22.2	.75				
YPSILANTI,	29.4	.95	.80	16	11	7
Geddes,	33.3	1.00		18	12	8
ANN ARBOR,	37.4	1.10	.90	20	14	8
Fosters,	40.5	1.20		21	15	9
Farmers,	41.7	1.25		22	16	10
Delhi,	42.6	1.25		22	16	10
Scio,	44.3	1.30		23	16	10
DEXTER,	46.9	1.35	1.05	24	17	11
CHELSEA,	54.4	1.65	1.30	27	20	13
Francisco,	61.2	1.80		30	21	14
GRASS LAKE,	65.4	1.95	1.50	31	23	15
Leoni,	68.2	2.05		32	23	16
Michigan Centre,	71.5	2.15		34	24	17
JACKSON,	75.6	2.25	1.75	35	25	18
Sandstone,	81.8	2.45				
GIDLEYS,	85.3	2.55	2.00	39	27	20
Concord,	89.1	2.65		40	29	21
Bath Mills,	92.	2.75		41	29	22
Newburg Mills,	94.	2.80				
ALBION,	95.5	2.85	2.20	42	29	23
Marengo,	101.	3.00				
MARSHALL,	107.3	3.20	2.50	44	31	26
Emerald Mills,	109.2	3.25				
Ceresco,	112.5	3.35		46	32	27
BATTLE CREEK,	120.2	3.60	2.75	47	33	29
Augusta,	129.9	3.90				
GALESBURGH,	134.3	4.00	3.10	50	36	32
Comstock,	139.3	4.15		51	38	32
KALAMAZOO,	143.1	4.30	3.30	52	39	33
PAW PAW,	159.4	4.75	3.65	55	43	34
DECATUR,	167.1	5.00	3.85	55	43	32
DOWAGIAC,	178.2	5.35	4.10	52	39	29
NILES,	190.7	5.70	4.40	50	37	27
BUCHANAN,	197.	5.85		47	35	27
TERRE COUPEE,	201.4	6.00	4.65	43	32	24
NEW BUFFALO, ^{217.6}	207.9	6.50	5.00	35	25	20
MICHIGAN CITY, ^{227.1}	227.	6.75	5.20	35	25	20

* Those in small capitals are *regular stations*, the others are *signal stations*.

I.

STATEMENT of miles run by Locomotives, from June 1, 1850, to May 31, 1851, inclusive.

Months.	Passenger Trains.	Freight Trains.	Gravel Trains.	Hauling Wood.	Hauling Ties, Iron, Timber, &c.	Total Miles.
June,	27,685	11,302	5,782		804	45,573
July,	27,460	11,714	4,336	48	2,532	46,090
August,	28,430	17,488	2,768	198	3,093	51,977
September,	27,832	26,157	1,500	126	526	56,141
October,	28,128	29,994	1,624	30	248	60,024
November,	27,976	29,127	2,211	474	650	60,438
December,	16,264	15,629	240	141	2,764	35,038
January,	14,902	12,776	846	635	3,836	32,995
February,	12,847	10,966	995	204	1,845	26,857
March,	13,695	11,688	2,529	50	3,410	31,372
April,	19,926	19,173	2,477	680	2,029	44,285
May,	27,635	18,840	2,438	800	1,363	51,076
Total,	272,780	214,854	* 27,746	† 3,386	‡ 23,100	541,866

* 10 per cent. chargeable to Repairs of Road, and balance to Construction Account.

† 25 " " " " " " " " " " "

